

SECRETS-E-C-R-E-T

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MINISTRY ATTACKS LAX PRACTICES -- Moscow, Gudok, 4 Mar 51

The Ministry of Transportation has specially warned the heads of the railroad okrugs and systems about leaving trains without locomotives in intermediate stations. However, despite this warning, Fateyev, head of the Transbaykal Railroad System, while having free tracks at distributing stations, on 26 February permitted trains without locomotives to be left in intermediate stations. This indicates an irresponsible attitude on the part of the administrators of the Transbaykal System toward the handling of freight flow.

Knowing about the presence of the trains left without locomotives on the Transbaykal System, Korchachenko, head of the Far East Railroad Okrug, showed a personal lack of discipline. He did not report it to the ministry and did not take steps to move the stalled trains and punish the guilty parties.

Stating that the ministry cannot leave unpunished such as infringement of labor discipline on the part of the managers, Minister of Transportation Beshchev has issued severe reprimands to Fateyev and Korchachenko.

The heads of the railroad okrugs and systems have been warned that in future the ministry will take a severe attitude toward managers who permit lack of discipline in the execution of directives.

MARSHALLING YARDS CAN SPEED TURNAROUND TIME -- Moscow, Gudok, 21 Feb 51

In 1951, freight-car turnaround time must be reduced by 0.5 day, and the cost of carrying must be reduced considerably. The solution of this task depends primarily on the stations. More than 40 percent of a car's turnaround time is spent in marshalling stations and 30 percent in freight stations. A considerable part of this time is spent waiting for processing. And one hour of car layover costs the state more than 2 rubles.

Of the total sum of operational expenditures for the maintenance of the traffic services, 80 percent goes to the stations. More than one fourth of these funds in turn go to marshalling operations. Thus car operations executed in stations are very expensive. Therefore, it is necessary to reduce the cost of processing cars while at the same time accelerating the processing.

Car-processing costs are still high in some mechanized gravity-type marshalling yards. For instance, expenditures for the maintenance of the hump installations in Vapol'ye station amount to 60 kopecks for each car sent off the hump, while in Likhaya station, where conditions are very much the same, the costs reach one ruble 16 kopecks for each car.

LOADING MECHANIZATION TO EXPAND -- Moscow, Gudok, 11 Mar 51

A wide program is being carried out on the mechanization of loading and unloading in stations and on sidings. This program provides for the full mechanization of loading and unloading of such mass freight as coal, metal, coke, ore, fluxes, sand, peat, timber, and construction materials within the next 2-3 years.

In 1950, 30.3 percent of all loading and unloading operations in stations was done with machinery. The volume of work executed was 23 percent above the 1949 figure.

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However, on the railroad network as a whole only 88.3 percent of the plan for mechanized handling of freight was fulfilled in 1950. The number of machines increased considerably, but the volume of work executed by them in some places even decreased in comparison with 1949. Although some stations have machines, the work is done by hand.

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